

# "66-Committee" Minutes

## Project Cost-Sharing "66-Committee" Meeting

Friday, 24 February 2006 at 10:00 a.m.

Quad Graphics ▪ Classroom #3 ▪ 1900 W Sumner St ▪ Hartford, WI

*Note: EWCRC called its meeting to order with seven members present; they had no action items on their Agenda, other than to participate in the meeting of the 66-Committee.*

### Agenda

1. The Chair, Forrest Van Schwartz, called the meeting to order at 10:17 a.m..
2. 66-Committee - Roll Call

#### EWCRC

<input checked="" type="checkbox"/>	Daniel	Goetz, 2005 Vice Chair	Washington
<input checked="" type="checkbox"/>	Joseph	Koch	Fond du Lac
<input checked="" type="checkbox"/>	Edwin	Qualmann	Dodge

#### PRTC

<input type="checkbox"/>	Harvey	Kubly, Alternate	Green
<input type="checkbox"/>	Oscar	Olson	Green

#### WRRTC

<input type="checkbox"/>	Charles	Anderson, Alternate	Iowa
<input type="checkbox"/>	Phil	Blazkowski	Rock
<input checked="" type="checkbox"/>	Gene	Gray	Dane
<input checked="" type="checkbox"/>	Forrest	Van Schwartz, 2005 Chair	Dane

**Others present for all or part of the meeting:** Joni Graves (SW WI Regional Planning Commission; WRRTC / PRTC staff); John Corey (Dodge County; EWCRC staff); Frank Huntington and Roger Larson (WisDOT); Ken Lucht and Tim Karp (WSOR); see attached sign-in sheet for other attendees.

3. Although the PRTC was not able to be represented at the meeting, the Chair welcomed the official joinder of the third rail transit commission to membership in the cost-sharing committee.
4. **Motion accepting Graves' certification of public notice / Gray / Qualmann / Motion passed unanimously.**
5. **Approval of the 66-Committee Agenda / Gray / Goetz / Motion passed unanimously.**
6. **Tour** – at 10:20 a.m. the group took a tour of the Quad Graphics facility and returned at 11:22 a.m.
7. **Lunch** – box lunches were delivered at a cost of \$8/person.
8. **Motion to adopt the 66-Committee's 2005 Summary-of-Actions / Gray / Qualmann / Motion passed unanimously.**
9. **Election of 66-Committee's 2006 Chair & Vice Chair**
  - Motion nominating Van Schwartz for a second term as Chair / Goetz / Gray / absent other nominations, Van Schwartz was re-elected Chair by consensus (1 April 2006 to 31 March 2007).
  - Motion nominating Goetz for a second term as Vice Chair / Qualmann / Koch / Absent other nominations, Goetz was re-elected Vice Chair by consensus (1 April 2006 to 31 March 2007).

*After giving people time to eat lunch, the meeting resumed business at 12:06 pm*

#### 10. WSOR Financial Recap (moved up on the Agenda)

Tim Karp, WSOR's VP of Finance, presented a brief overview of the railroad's finances and a handout was distributed that recapped what Karp referred to as "an interesting year." A more detailed financial presentation will also be made to each Commission.

#### 11. Current & proposed rehab projects 2005, 2006, 2007 – Ken Lucht, WSOR

**2005** Phase 1: N Milwaukee-to-Hartford (Goodland Rd) - ties & ballast on the whole segment  
Phase 2: Slinger-to-Hartford (Goodland Rd) - replacing rail

**2006** Phase 1: Walworth-to-Janesville (Wheeler Pit)  
Phase 2: Janesville-to-Monroe (Orfordville Hill) rail replacement on the Orfordville Hill segment

**2007** Phase 1: Horicon-to-Hartford (Goodland Rd) - ties, ballast, crossings  
Phase 2: Avalon-to-Walworth - rail replacement

Phase 1: Middleton-to-Boscobel - 32 bridge structures (pending federal appropriation)  
Lucht said two new rehab projects – including the Orfordville Hill project – were made possible with the increase in state funding and WSOR will cover the 20% match for those without asking the rail commissions for money. He used a PowerPoint presentation to introduce the projects that WSOR proposes for the 66-Committee's consideration when making recommendations to the Commissions for 2007 funds (to be requested in 2006):

- 1) Horicon to Hartford (Goodland Road) - tie project     \$1,873,902.44
- 2) Avalon to Walworth - replace rail     \$4,156,817.15
- 3) Middleton to Boscobel (only if federal funds are granted and requiring a smaller local match)

**12. WisDOT 2005-2007 funding** (next project year July 1<sup>st</sup> 2006) – Huntington

Huntington said WisDOT values rail because it provides a transportation option that helps reduce truck traffic, which reduces road maintenance costs, and that WisDOT appreciates its good partnership with the counties and the railroad. He summarized the state's rail rehab budget, and explained that in the most recent funding cycle WisDOT had received applications for nearly \$9M and \$5.2M will be committed.

**13. Funding shortfall for 2005 Rehab Project** – John Corey, Joni Graves, et al

Spreadsheets were distributed and discussion explored the background, contributing factors, and possible options to address the gap in funding.

- In 2004, EWCRC, PRTC, and WRTC had requested that their member counties contribute toward the project planned for 2005.
- In 2005, because of escalating costs for steel, WSOR and WisDOT had agreed on a changed scope of work for the project – instead of installing new rail, the redefined scope extended the geographic area of the rehab project and instead replaced ties and ballast. Although cost-effective, it did increase the total cost of the project.
- The 66-Committee had recommended that 1) there be no request for a funding increase in 2005, due to the change in scope; 2) and had recommended that the Commissions request that each member county budget \$25,000 for rehab project costs in 2006.
- WRTC's member counties had been able to use reserve funds to cover the increase in the 2005 project costs and their member counties budgeted to contribute \$25,000 each in 2006.
- EWCRC did not have the funds to cover the increased project costs for 2005 and it recommended that its member counties budget \$15,000 for 2006, which the majority did.

**14. Project recommendations & funding, request for feedback, and timeline**

Graves presented a draft process/timeline, with the goal of increasing coordination between the 66-Committee's member Commissions.

After review of many, many spreadsheets and discussion of several options, it was suggested that based on revised numbers presented at the meeting, EWCRC's gap for the 2005-2006 cycle appeared to be \$50,442.91. The general consensus appeared to support efforts to ensure that all of the Commissions would be on equal financial footing moving into the 2007 budget cycle.

It was suggested that of the \$125,000 that EWCRC had provided to WSOR in 2005 for ballast and a bridge project, approximately \$50,500 could be considered to have been a loan to WSOR (with the rest as an outright contribution to those projects); Lucht and Karp acknowledged that they thought this would be fair.

**The next discussion was related to how to identify a figure for the request for 2007.**

- **Based on 10% of the maximum state funding – or 10% of \$6,000,000 divided between 17 counties – the local match could be \$35,294.12 / county.**
- **It is more likely, as Huntington noted, that WisDOT's allocation in 2007 would be \$5,200,000, so 10% of that divided between 17 counties would be \$30,588.24 / county.**
- **Furthermore, as Huntington explained, it's likely that not all of the available state money would be allocated for the EWCRC/PRTC/WRTC system, so the Commissions and WSOR would have to prioritize projects based on a smaller allocation (and a smaller local match).**

Although no specific dollar amount was decided upon, Commissioners were asked to actively seek feedback from their Commissions – and member Counties – in response to these funding scenarios. This feedback would be very useful to the 66-Committee at its next meeting.

**15. Next Meeting Date & Location.**

It was noted that April 18th is when many of the County Boards will be reorganized, and suggested to schedule the next meeting in May.

**16. The meeting adjourned by consensus at 2:55 pm.**